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No anonymous or signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 14, DE VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1903.

The meeting of the Navy League at the City Hall, on Tuesday, was enthusiastic and appreciative, and the attendance, for Hongkong on a hot day, when the attractions of a cool swim were so obvious, was fairly good. Mr. Wyatt's remarks were listened to with the greatest interest, as he traced the rise of Britain as a sea power and pointed out, in simple but forcible terms, the necessity, after winning the mastery of the sea, for preserving the same by the maintenance of an adequate Navy. His Excellency the GOVERNOR also made a great point when he drew attention to the fact that the efforts of the Navy League were really directed to maintain the priceless blessings of peace. The Navy League was, he considered, the greatest Peace Society in the world. This was most entirely the right note to take. Whatever misgivings we may have for the future, born of the ceaseless strivings of the nations and, more particularly, the restless aggression of Russia, all members of the Navy League must ever continue to cherish the hope that the evil day when a great—and we fear it would be titanic—struggle is provoked, may be indefinitely postponed by a judicious state of preparedness on the part of Great Britain that will daunt attack. The trust way to ensure the continuance of peace is to be prepared for war. It is the policy of the Navy League to unceasingly press home this truth upon the British Government, to urge without cessation or pause that the first line of defence be maintained sufficient and efficient, and that in no department shall the Admiralty ever be caught napping. We cannot afford to allow this great and costly insurance of our commerce asto become in any particular

invalid or ineffective. Our arms must be bright, our plans up to date, our ships of the first and best description, and it must be an article of faith that no invention afloat or ashore be allowed to go past us, no matter how heavy the cost or how difficult the acquisition of it may be. These are the aims and aspirations of the Navy League, and they are inspired solely by the fervent desire to animate the Government with that unrelenting care for the great bulwark of our power that will enable us to hold what our forefathers have bequeathed and to secure which such heroic deeds have been performed.

We think that perhaps a little omission was made at the meeting, due probably to the evident desire shown not to protract it. We refer to the fact that no invitation was given to those non-members present to come forward and join the League. His Excellency the GOVERNOR mentioned that only about one quarter of the male British population of the Colony were at present on the roll of members, so that there is plenty of scope for a large increase in the membership. We should like to think that every Briton who values the glorious heritage handed down to him from the days of BLAKE and NELSON is a member of the League. We do not by this mean British born only, but all British subjects—of whatever race or creed—who enjoy the privileges and security which citizenship of this great Empire confers, for they are now equally concerned with English, Scotch, Irish or Welsh in maintaining the great arm of defence on which is founded that security, that peace, those equal laws and just government which are to be found beneath the Union Jack. Not for one moment do we propose, in writing in this strain, either to unduly vaunt the British name, to inflate our own importance, or to regard other nations with less friendliness. But the Navy League is of course an institution with which Britons only are concerned, and they are so nearly concerned therein that they should all belong to and assist to sustain it. Even those who are members of the Peace Society, and are opposed to war on any terms or under any conditions, might well join the League, since it is, as Sir HENRY BLAKE has pointed out, really a potent factor in the preservation of peace.

THE rebellion in Yunnan recently announced by REUTER turns out to be of rather insignificant origin and dimensions. Linan-fu is the centre of a mining district, and it seems that it was merely an outbreak amongst the miners, moved thereto either by the scarcity and dearness of rice or on account of the imposition of new taxes, which is always resented by the natives. The mob rose and murdered the prefect, and committed other acts of violence, but the demonstration was neither political nor religious, nor anti-dynastic, nor was it in any way connected with the rebellion in Kwangsi. On receipt of the news of the disturbance at Yunnan-fu, the Viceroy ordered three battalions of troops to proceed to Linan-fu on the 23rd ult., and this force would no doubt prove amply sufficient to deal with the rioters and suppress the movement, if indeed it had not already subsided. There was nothing in the outbreak to occasion alarm except locally. The district is famous for the production of copper ore, the variety known as paiting or white copper.

Rats are not the only disseminators of plague it appears. Dead fowls taken from stalls in the Central Market have been found to be infested with the germs of the disease.

On Tuesday, Police Sergeant Kerr arrested at 10, Ching San Lane East a native woman who was in possession of \$97 in counterfeit twenty-cent pieces, so palpably spurious that it is difficult to conceive how they could be passed as good.

On the complaint of Dr. Pearce, Acting Medical Officer of Health, Lai Tan, a hawker was fined \$25, with the option of six weeks' hard labour, at the Police Court yesterday, for removing clothing from a plague house without a permit.

On the 1st inst. a Chinese constable on duty in Circular Pathway had occasion to arrest a native, who struggled and was assisted to escape by a couple of friends or at least by one of them. Both of these were taken to the station, and at the Magistrate yesterday one was fined \$25 or six weeks. The evidence against the other did not show that he had taken any part in the assault, and he was discharged.

On Tuesday a Chinese boy called at the house at 50, Peel Street of Mr. A. O'D. Gourdin, assistant secretary, Hongkong Club, with a message from the Masonic Hall, Zetland Street. Whilst in the house the boy stole a gold saff ring valued at \$20 which he found near to his hand. The loss was discovered subsequently by Mr. Gourdin, who suspected the boy and made a report to the police. The ring was found in the lad's possession and returned to the owner. At the Police Court yesterday Mr. Kemp sentenced the young thief to a whipping and 48 hours' detention in gaol.

Including five orders recently issued by Congress, the United States have now 23 ships of war either projected or in course of construction.

On her last voyage across the Pacific from the Orient the P. M. s.s. *China* carried opium of the commercial value of about \$535,000 gold, the duty exacted being over \$200,000.

For the late President McKinley's reception at Fehce the Chinese contributed nearly \$7,000 of the \$34,000 raised by popular subscription, which means that the Chinese, representing less than 6 per cent of the entire city population, gave about 20 per cent of the money for the entertainment of the President.

A result of the recent introduction of a steam pilot-boat (built in Hongkong) into the service of the Pilots' Association of Shanghai is that their two-masted pilot schooner *Polar Star* is advertised for sale. This vessel is 68 feet long by 18 feet broad and 7 feet deep, and was originally built for sealing in the Behring Sea.

In consequence of the growth of the German Navy, the German Government has exercised for the first time this year its right to select recruits from conscripts; 310 Bavarian conscripts have been transferred in this manner to the German Naval Service. In case of war the effective strength of the German Navy would benefit as much as France and that no occupation of territory was contemplated. A French force has been despatched to Bonifacio.

THE JOHANNESBERG TRAGEDY.

TELEGRAMS.

REUTER'S SERVICE.

MOROCCO.

LONDON, 1st June.

M. Jonnard, while on a tour of inspection which included the consideration of measures to prevent raids by Moorish tribes across the frontier, was ambuscaded and attacked by 500 rebels near a narrow pass; the rebels were repulsed with heavy loss by M. Jonnard's escort, consisting of two companies of the Foreign Legion, which had seventeen men wounded.

LAURE.

In view of the impotence of the Moorish authorities, the Figuig (F. Figig) Government has authorised Jonnard to take repressive action across the frontier. Jonnard is announcing the fact said that the Moorish Governor would benefit as much as France and that no occupation of territory was contemplated. A French force has been despatched to Bonifacio.

THE FLOODS AND FIRES IN KANSAS.

LONDON, 1st June.

Heavy rains have extinguished most of the forest North Tops; it is probable that all the buildings are swept away by the floods. It is known that at least 15 persons have been drowned.

FATAL FIRE AT ETON.

LONDON, 1st June.

One of the Master's houses at Eton was burned last night and two boys were burned to death; a number of the boys jumped from the windows.

CORRESPONDENCE.

MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 3rd June.

Sir,—I think "Old Resident's" proposal for a public holiday on the occasion of Miss Blake's marriage next Monday is a good one. The event will be unique in the domestic history of the Colony, I believe, and should be celebrated accordingly. Miss Blake, too, shares her father's popularity in the Colony, and we should all like to record our sentiments in as hearty a manner as possible.—Yours, etc.

GOOD LUCK.

SERIOUS FIRE.

An outbreak of fire bigger than those which lately have been calling the members of the Fire Brigade from their rest occurred at half-past one o'clock yesterday morning in a medicine shop at 9, Hillier Street. The firemen were under the superintendence of Mr. P. P. J. Wodhouse, and after two-and-a-half hours' hard work they were successful in overcoming the flames, which completely gutted the building, a four-story one, and did damage to the estimated extent of \$20,000. The insurance amounts to \$27,000, and is made up as follows:—Manchester Insurance Company, \$12,000; Salamander Insurance Company, \$8,000; Fook On Company, \$4,000; and L'Union Company, \$3,00. The name of the shop where the fire occurred is the How Sang Chang. The cause of the outbreak is at present unknown.

THE PLAGUE.

Notwithstanding the incoming of the dry weather, the plague returns do not show any stoppage of the epidemic. Mr. Pollock, K.C., will at the Sanitary Board to-day ask for some important information bearing on the matter. During the three days ended at noon on Tuesday there were 53 cases of which 38 were fatal. One European from the Water Police and another from 34, Elgin Street were taken to hospital.

During the 24 hours ended at noon yesterday 18 cases of plague were reported, thus bringing the year's total up to the figure of 936. Out of the 18 cases notified 13 were fatal—12 Chinese and 1 Portuguese.

Of the total of 71 cases since Saturday 31 were dumped.

CHINESE GAMBLERS IN 'FRISCO.

The mayor of San Francisco has addressed another communication to the Police Commissioners on the subject of gambling in the Chinese quarters. In it he recommends a novel course of procedure for its suppression, namely, the posting on every deadwall in Chinatown of a proclamation, printed in Chinese and English, announcing that all demands for money for police protection are frauds, advising against the payment of such demands, and giving notice that all forms of gambling and other so-called protected offences against the law will be suppressed at once at all hazards. This recommendation is based on the information which he has received that a Chinese protection syndicate, formed by eight Chinese, known as "The Eight Statesmen," systematically levies tribute from the gambling and lottery dens and other establishments of vice to secure immunity against police interference. He makes no charges that the police are a party to the system, or that any one on the force profits through it.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held today at 4.15 p.m.

ORDERS OF THE DAY.

- Reply from Government relative to closing the Chinese Theatres.
- Letter from Government relative to the use of a Clayton's Machine for disinfecting ships.
- Correspondence relative to flushing sewers with sea-water.
- Correspondence relative to infectious diseases at Shanghai.
- Report relative to the Plague at Amoy.

6. The President pursuant to notice will move—that the Board, in accordance with Section 19 of the Public Health and Buildings Ordinance, 1903, authorise Mr. Hammer, who has been appointed to act as Assistant Secretary, to perform all or any of the duties of the Secretary.

7. Mr. H. E. Pollock, K.C., pursuant to notice will move—that having regard to the letter, signed "Anti-dumping," which appeared in the *Hongkong Daily Press* of the 22nd March, 1903, the Acting Medical Officer of Health be requested to report in writing to the Board as soon as possible.

8. Reports of the analysis of the public water supplies for the month of May, 1903.

9. Rat Return for the fortnight ended

2nd, 1903.

10. Application for the registration of No.

157, Queen's Road East as a public laundry.

11. Application for the registration of No.

190, Queen's Road East as a public laundry.

spring, when cases of Plague may be expected to recur.

9. Mr. A. Rumjahn pursuant to notice will move—that since the enforcement of Sections 46 and 124 of Ordinance No. 1 of 1903 in No. 5 Health District, how many houses have already been measured up, and what steps if any are being taken to enforce the provisions of these Sections and how many persons have been displaced thereby?

G. A. Woodecock,
Secretary.

AGENDA.

1. Minute by the Acting Medical Officer of Health relative to the present method of disinfection.

2. Minute by the Acting Medical Officer of Health reporting the occurrence of four cases of plague at Teat Tsui village and recommending that certain works be carried out.

3. Minute by the Acting Medical Officer of Health recommending an amendment to the Bye-law No. 5 of the Bye-laws regulating Domestic Cleanliness and Ventilation.

4. Result of the analysis of a sample of well water.

5. Reports of the analysis of the public water supplies for the month of May, 1903.

6. Report relative to the scavenging of the Hill District.

7. Mortality Statistics for the weeks ended the 4th, 11th, 18th, and 25th April, 1903.

8. Lime-washing Return for the fortnight ended the 26th May, 1903.

9. Rat Return for the fortnight ended June

2nd, 1903.

10. Application for the registration of No.

157, Queen's Road East as a public laundry.

11. Application for the registration of No.

190, Queen's Road East as a public laundry.

COURTS-MARTIAL AT HONGKONG.

AN OFFICER DISMISSED THE SERVICE WITH DISGRACE.

For some reason or other the local Press is never informed of any courts-martial taking place in the waters of the Colony; hence we are obliged to rely on the service papers from home for items like the following:

On Thursday, 19th March a court-martial was held on board the *Tartar</*

"WAR" OPERATIONS IN THE CHINA SEA.

According to the service papers there were some interesting "war" operations in the neighbourhood of Hongkong in the month of March. On the 10th the cruisers *Talbot* and *Eclipse* left Hongkong and kept company until noon on the 11th. At that hour "war" was declared between France, as represented by these two ships, with Saigon as a base; and Britain, as represented by the cruiser *Argonaut*, with Hongkong as a base. The *Talbot* and *Eclipse* were commerce destroyers, and, parting company at noon on the 11th, the *Eclipse* took station to intercept all commerce between Manila and Singapore and Hongkong, and the *Talbot* between Shanghai and the North and Hongkong. "Our first capture" (says the writer) "was the P. and O. *Vadelta*, with the homeward going mails from Shanghai and Japan, and after escorting her for 1½ hours she became a capture. We passed the *Argonaut*, but having disengaged ourselves were not chased.

We overhauled several Japanese, German, French, and United States boats, and must have caused a little consternation by chasing them, showing searchlights on the stern, and then leaving. On Saturday morning, the 14th, the *Argonaut* was sighted, as we were after the P. and O. *Chusan*, with the outward mails. We immediately got ready for forced draught, and were off. We were built in 1895, at Devonport, for 10.5 knots, and the *Argonaut* for 21.5 knots, but it took the latter four hours to gain 1½ knots on us. She got within three miles of us, and put us out of action for 24 hours. We met the *Eclipse* later, and found she had not seen the *Argonaut*, but had captured the P. and O. *Chusan*. We also captured a collier with nearly 6,000 tons of coal (a most valuable vessel), the Canadian-Pacific's *Empress of China*, and the *Athenian*, the *Indiana*, with a cargo of flour, and six others. On the 20th we exchanged positions with the *Eclipse*, being in communication by wireless telegraphy. During the middle watch on Sunday, 22nd, we sighted the *Argonaut*, but having a very severe case in the sick bay steamed towards her, and were put out of action again. Later in the day the *Argonaut* gave us several hundredweight of ice for the patient, she having refrigerating and ice-making machinery.

On the 23rd we made all preparations for cutting the cable to Singapore, and having remained over it for several hours without being disturbed were successful. At 2.30 a.m. on the 24th we got on the course for Hongkong, and steamed in the western entrance at a very rapid pace considering the large amount of shipping there at anchor. We were flying no ensign and three of the batteries fired on us, but we were past them, and successful. Dodging, practically, from behind one steamer to another, we got very close to the flagship *Glory* before we broke our ensign. We steamed past the fleet, turned round, and anchored off Kowloon. The *Talbot* was the first ship to arrive there, the *Eclipse* following at 5.30 p.m., nearly ten hours after us.

The *Talbot* did so well, that notwithstanding we had 48 hours' general leave only a month ago, we were now given 36 hours' general leave. Thus it will be seen what might have happened had we got on the scene before the steamers had known of a declaration of war."

PRESIDENT ROOSEVELT AND THE NEXT ELECTION.

A New York despatch to a Manila contemporary says:—The entire West is solid for President Roosevelt for the next presidential election. The managers of the President's campaign who had an eye to the state of public sentiment during the Western trip are satisfied that if the election were to occur now the West would give President Roosevelt an overwhelming support. The local managers of the party in the various Western States, having taken a preliminary view of conditions and the general feeling prevailing with the press and the voters, report their States as being strongly in favour of the President. It has been feared in some quarters that the attitude of the administration toward the Cuban reciprocity measure and the Philippines tariff reduction would alienate the vote of all but sugar States. But the action of the Republicans of Nebraska in rebuking Senator Ditcher for his attempt to bolt the administration in order to cater to the representatives of the sugar trust has been followed up elsewhere so strongly that there is now little doubt in the minds of the party managers as to the attitude of the West toward the President.

THE NAVY LEAGUE.

The local Branch of the Navy League continues through its energetic Hon. Secretary, Mr. E. W. Mitchell, and his Committee to keep the propaganda of the League before the public. We have now received the report for the year 1902, submitted to the members at the annual meeting of members at the Royal United Service Institution on 13th ult.

Dealing with the Hongkong Branch, the report says:—"Hongkong has not lost any of the interest it has always shown in the work of the League. Its President is now Mr. H. E. Pollock, to whose efforts in past years the original success of the Branch was largely due. Captain Anderson, the present Honorary Secretary, is carrying the work of the League into the schools of Hongkong for both British and native born subjects, and he has also given assistance of the utmost value in connection with the visit of Mr. Wyndham to the Commonwealth and New Zealand, having been instrumental in securing that gentleman's passage by sea from Japan to Australia. The correct and useful information on current affairs in the Far East, forwarded by this Branch to the Head Office, is both valuable and interesting."

YUNG LU'S FUNERAL.

Peking, 15th May, 1903.
After a day of dry, burning heat, the wind got up at night and blew so hard it was impossible to sleep for fear of the trees being blown down and falling upon the houses. It seemed as if each gust of wind said "Now you shall come down," and this morning there was one broken down upon an adjacent roof and the ground strewn with leaves and twigs and great strips of bark. But the air, how different! Even in a woolen dress, I was shivering as we started out at 6 o'clock on foot because it was too cold to sit in rickshas, to see Yung Lu's funeral. It seemed but the other day he was the Alcibiades of China, the handsome man with whom girls fell in love, and to whom horses now also could ride were sent because he could always subdue them. And now he was dead. And most of the foreign papers had articles upon him if one of the greatest masters of hate against foreigners had been removed. But to me this has never seemed true.

At this gate was now waiting the huge catafalque that was to hide away the remains; leaving it behind, one by one the various details of the procession were reviewed as we walked past resting-place after resting-place erected by the wayside, with little altars on which were piles of cakes and pyramids of apples; those last generally made of flour and prettily rosed, but in one case certainly real, and where people were to come out and do reverence and bow low as the coffin passed. All the Six Boards of Peking were thus represented. As a rule the rest-places were tents with windows made of blue gazeze. We walked on and on till we came to the Chao Yang gate and there looked round upon the lovely view of Peking City, a forest of trees with the yellow Palace roofs just peeping above the spring green, in the distance the square drum tower with beside it the bell tower, near at hand the glittering green roofs of a temple dedicated to those who have attained virtue, in the middle distance the pavilion clad Con Hill, and behind it the Pagoda by the northern lake. The road straight from there was that along which the procession was to pass, and in the distance the Western hills standing out clear against the sky, a deep blue, blue, except where they were covered with fresh fallen snow of the past night from which the wind blew to us with a most refreshing chill.

We came down off the wall and walked to meet the procession. First men on horseback with European straw hats a little incongruously surmounting their red waistcoats, which with green sashes tied round them and red sandals showed out well. Then Yuan Shikai's soldiers in dark fitting clothes with again straw hats. After them came the falcons in grey and black carrying a beautiful hooded bird, the other leading the dead man's hound; there are seven of them, said one of this very well and effectively dressed little party. Quite an array of titles each borne by a man in a long green gown with discus upon it; after them came two dogs, two pavilions, two does and two stags, four men made out of green bushes, then lion dogs, one god, one silver, looking particularly ridiculous as they wagged their heads on being carried, the long weepers attached to the gold lion's ears becoming greatly agitated. After them a long array of flags and red umbrellas and plants in full flower all made of paper but in real flower pots and vases; again titles and all manner of insignia woven out of greenery, long white banners, men still in green and red lively leading five bonies with handsome red silk gowns thrown over their saddles. In between mourners in white cloths smoking cigarettes, then came men sounding those antique wooden trumpets, which may have breathed their deep sounds before the flood. After them men in the Palace livery, long red gowns with discus again, carrying all Yung Lu's titles and the umbrellas presented. Behind them came Mongol Lamas looking like particularly grand Mandarins in their golden brocade, and men only less splendid in red brocade with black caps who said they were neither Lamas nor Taoists, but as far as I could make out Lo To from the Poi-yui-mao. They were said to have queues inside their caps, but it did not look like it. Then many fantastic yellow constructions were carried by, green sedan chairs borne by mourners every now and then, and men with red clothes and a very high fez-like cap, flat back and front, who carried a gong but did not strike it as far as I saw. Then came Yung Lu's cart lined with blue silk, his horse, I presume, another green sedan chair covered with leopard skin in which he was carried in processions, and which being empty went by with a jiggety-joggity motion as if mocking. "He is dead, dead, the man who used to ride in me; see how alive I am!" Then other chairs carried by mourners, a mile litter with flowering boughs laid on the seat. After that mock horses made of paper with wheels under their feet, but with red manes and tails. Many of these, and more with mock carts made of paper. Crowds of men dressed in green with blue feathers upstanding, throwing up into the air clouds of paper money. After this there were carried by imitation official caps, necklaces, purses and tobacco pouches and spectacle cases, books, etc., all to be burnt at the grave, and thus accompany the spirit. And then amidst a crowd of soldiers the catafalque itself covered with red brocade with a little shawl pattern on it, not half so effective we thought as the pull so often seen in Peking of dark blue with large golden dragons worked upon it. Behind the coffin mourning carts and chairs, in each a woman in white with white cloths tied round the head but as a rule smoking a cigarette. Then many smart carts and some very good-looking horses. Every here and there along the route was a little bonfire of paper money. Innumerable

Manchu women had turned out in their best clothes and their extraordinary high heads of hair to see the funeral. Some were very pretty, but most were disguised by the red paint on their eyelids as well as all over their cheeks. Nearly every nation seems to have some disgusting custom of this kind which to itself seems beautiful. And as we exchanged glances and smiles, I the more regretted that not being native born or seeing some nice freshly laid earth I had stepped upon it to find it had only laid over the surface of a quagmire into which my foot sank five inches above the shoe.

"Of course thereto nothing extraordinary about these demands, which merely secure Russia's interests in Manchuria, where we acquired undoubted rights after the events of 1900. But neither the English nor the Japanese, to judge by the newspaper extracts, are willing to reckon with these rights, and thus immediately the Russian demands became known in Peking the representatives of Great Britain and Japan strongly urged Prince Ching to make a protest and to demand in his turn that the position of Manchuria should be made the same as it was before 1900.

"We are able to declare on the basis of information received from the most trustworthy sources that Russia has not presented any kind of ultimatum whatever to the Chinese Government and, moreover, has not demanded from China the signature of a new agreement with regard to Manchuria as a condition of our evacuation of that country. The statements of Reuter's Agency and the telegram of the Peking Correspondent of the Times are pure fabrications."

A POSSIBLE DANGER TO NAVIGATION.

There is every reason to believe, the N.C. Daily News remarks, that changes due to volcanic action are constantly going on in this part of the world in the bed of the ocean, and our contemporary publishes the following letter received by the Harbour Master's department at Shanghai:

S.S. Glenesk,
Shanghai, 23rd May, 1903.

To the HARBOUR MASTER,

Shanghai.

DEAR SIR,—I have the honour to submit the following report:—On the 14th inst. whilst on passage from Singapore to Hongkong I passed about one mile East of the Charlotte Bank (7° 8' N. 107° 35' E.) and noticed a very decided line of broken water on the centre of the bank. As the sea elsewhere was quite smooth and the wind almost nil I imagine there must be less water than shown on charts. I have during the last 16 years passed this place in all sorts of weather and never saw broken water before and have therefore deemed it proper to report the matter to you, having also reported the matter in Hongkong.—I am, Sir, &c.

(Sd) JOHN RAPPERTY,
Master, Glenesk.

ENGLISH CONSUL ON AMERICAN METHODS.

The British Consul at Chicago, Mr. Wyndham, in his annual report on Chicago and the whole Consular district, gives a glowing account of the great and increasing prosperity of the city and its surroundings. He expresses the opinion that the progress of the country is largely due to the "opportunity, both in business and in employment, in this large, young country; to the encouragement given to workmen, the rewarding of merit, the intimate acquaintance of the heads of firms with the work of their subordinates, the keen enthusiasm shown by the workmen in the interests of their employers, and to the absolute fearlessness on the part of the business man in venturing on experiments either in machinery or systems that may be brought before him." Mr. Wyndham urges the importance of a careful study of the business and manufacturing methods of the United States and the adoption of those which are suitable to the country where trade is sought for. He considers that such a study is indispensable to holding trade where English merchants are active. This study must, however, be prolonged for several months as a short stay of a day or two in the big cities, so often deemed sufficient by European visitors, is "worse than useless, as any one not accustomed to their ways at the first only sees the bad points and earns nothing."

AN EVENTFUL VOYAGE.

San Francisco papers record the arrival there of the British barque *Battle Abbey* after an eventful passage of eighty-nine days from the coal port of Newcastle, Australia. The *Battle Abbey* left Newcastle on January 24th and had light and variable winds to the equator, longitude 175° west, and had light northwest trades thence to 50° north. Then the barque was pounced upon by heavy northwest gales, on April 14th, in latitude 35° deg. north, longitude 132° deg. west, and a high, confused sea made matters worse. The vessel rolled heavily, and in the midst of the storms a terrific squall carried away the foremast at the deck. Mast, rigging and spars went over the starboard side into the sea with a rattling and bang, and the heavy spars beat in a frightful manner against the side of the barque, threatening to stave a hole in the stanchion hull. For two days, under great difficulties, the crew were employed in clearing away this wreckage. Considerable damage has been done by the falling spars to the starboard bulwarks and rail, boat-stands and boats. The main royal mast also went by the board during the gale.

The gale that came so near proving fatal to the *Battle Abbey* arose early in the evening, and by midnight the vessel was being pounded and swept by tremendous seas. At that time the entire crew of the barque, consisting of nineteen men, came down from aloft on the foremast where they had been making the fore-tail fast, and the men had no sooner reached their quarters than the big iron mast slipped from its step and went over the side. Had the accident occurred twenty minutes earlier it is likely that the *Battle Abbey* would have been bereft of all her main sail. She carried a cargo of 2,277 tons of coal.

Renter's correspondent wired from Peking said:—

The official denial from St. Petersburg of the authenticity of the published accounts of Russia's demands regarding Manchuria has elicited the comment in the Legations here interested in the matter that Russia's diplomatic machinery shows a lack of harmony, as on the day the denial was issued at Peking, the Russian Charge d'affaires admitted to two of his colleagues here that their information on the subject was correct.

MANCHURIA.

The comment of the St. Petersburg semi-official journal *Novee Vremya* on the recent information supplied by the Peking correspondent of the Times and Reuter's Agency with regard to the new Russian demands in Manchuria is worth quoting. After giving a great deal of woe-fun at the indignation displayed by the British Press, it enumerates the new conditions on which Russia is alleged to have made her evacuation of Manchuria depend, and says:—

"Of course thereto nothing extraordinary about these demands, which merely secure Russia's interests in Manchuria, where we acquired undoubted rights after the events of 1900. But neither the English nor the Japanese, to judge by the newspaper extracts, are willing to reckon with these rights, and thus immediately the Russian demands became known in Peking the representatives of Great Britain and Japan strongly urged Prince Ching to make a protest and to demand in his turn that the position of Manchuria should be made the same as it was before 1900.

"We are able to declare on the basis of information received from the most trustworthy sources that Russia has not presented any kind of ultimatum whatever to the Chinese Government and, moreover, has not demanded from China the signature of a new agreement with regard to Manchuria as a condition of our evacuation of that country. The statements of Reuter's Agency and the telegram of the Times are pure fabrications."

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[38]



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12, QUEEN'S ROAD.

[41]

THE "ZAFIRO" CASE.

A REPRINT of "THE ZAFIRO MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, £1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903.

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONRY.

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Office:—No. 17A, Queen's Road Central, 1st Floor. Marble Yard:—No. 18, Morrison Hill Road, Hongkong. Hongkong, 9th January, 1903.



BY order of Lt.-Colonel H. C. Wyllie, C.B., Commanding 1st Battalion The Sherwood Foresters. NOTICE IS HEREBY GIVEN that I have taken over the Regimental Institute from Captain T. H. M. Green, D.S.O., and consequently no Goods are to be supplied unless under an Order signed by me or by an Officer of the Regiment acting for me.

L. GORDON-CUMMING, MAJOR, 1st Sherwood Foresters. Hongkong, 2nd June, 1903.

[1809]

NOW ON SALE.

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JUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & CO., Amoy;

Messrs. H. BLOW & CO., Tientsin;

Messrs. HODGE & CO., "Seoul Press," Seoul;

NEW ADVERTISEMENTS

THE STEAMSHIP "WING CHAI."

HONGKONG-MACAO LINE.

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SAM WANG & CO., LTD.
Hongkong, 4th June, 1903. [1619]

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A N INSURANCE CLERK under 20. Apply by letter stating Experience and Salary to—
CUACO,
Cars of The Daily Press Office.
Hongkong, 4th June, 1903. [1620]

GENERAL AVERAGE S.S. "BANOA"

NOTICE IS HEREBY GIVEN to Insurance Companies concerned that any Claims paid by them on Cargo damaged on this steamer by the Fire which occurred on 27th December, 1902, and which should be included in the General Average must be notified to the undersigned not later than 3rd JUNE, and such notification must be supported by Account Sales, if Goods sold by Action, Acknowledgment of Payment, Survey Report, and all other Vouchers bearing upon the Claim.

E. A. HEWETT,
Superintendent,
Peninsular & Oriental S. N. Co.
Hongkong, 3rd June 1903. [1623]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 5th June, 1903, at 4 P.M., at his

SALES ROOM, Duddell Street,

THE WELL-KNOWN MARE

"LADY MARY"

Also

AN AUSTRALIAN MARE.

TERMS.—Cash on delivery.

GEO. F. LAMMERT,

Auctioneer.

Hongkong, 4th June, 1903. [1624]

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE N.D.L. Steamship

"NURNBERG,"

Captain Juhur, will be despatched for the above ports TO-MORROW, the 5th inst., at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd June, 1903. [1616]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched for the above ports on SATURDAY, the 6th inst., at 4 P.M. For Freight or Passage, apply to

DOUGLAS LA PRAIK & CO.,

General Managers.

Hongkong, 4th June, 1903. [1617]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"

will be despatched as above on TUESDAY, the 8th instant.

For Freight, apply to

ARNHOLD KARBERG & CO.,

General Eastern Agents for China.

Hongkong, 4th June, 1903. [1622]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic Steamship Co.'s

"A R A R A"

will be despatched on THURSDAY, the 18th JUNE.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 4th June, 1903. [1618]

FROM HAMBURG, ROTTERDAM AND ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Juhur, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON.

To-day, the 3rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd June, 1903. [1615]

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Eulaitano United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 3rd June, 1903. [1619]

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OOPACK"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined at 11 A.M. on the 10th inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1903. [1622]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTSZE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

All Claims will be admitted after the Goods have left the Godowns, where they will be examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined at 11 A.M. on the 10th inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1903. [1612]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (THURSDAY),

the 4th JUNE, 1903, at 10 A.M., at

H. M. NAVAL YARD,

SUNDAY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES.

Comprising—

BOATS ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c.

The Victoria Stores will be sold on Thursday, the 4th June.

Catalogues will be issued.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 27th May, 1903. [1545]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (THURSDAY),

the 4th JUNE, 1903, at 2 P.M., at

No. 21, SEYMOUR ROAD,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE.

Comprising—

TAPE-TRY, and PLUSH-COVERED EASY CHAIRS, CANTON BLACKWOOD STOOLS, JARDINIERES, BRACKETS, and TABLE, TEAK OVERMANTEL, TEAK SIDEBOARD, DINNER WAGGON, DINER SERVICE, GLASS WARE, CUTLERY, ENGRAVINGS, LACE CURTAINS, CARPETS, &c., &c.

DOUBLE WARDROBES with GLASS DOORS, DOUBLE BEDSTEAD, TOILET TABLE, WASHSTAND and BATHROOM REQUISITES, &c., &c.

Lot OLD CANVAS, &c., &c.

On View from Wednesday, the 3rd June.

Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. F. LAMMERT,

Auctioneer.

Hongkong, 30th May, 1903. [1579]

PUBLIC AUCTION.

THE Undersigned has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 5th JUNE, 1903, at 11 A.M., at the FIRE BRIGADE STATION,

Three MANUAL ENGINES and GEAD.

Eight Lengths SUCTION HOSE, Nineteen Lengths DELIVERY HOSE, Sixty-five Suits UNIFORM, Twelve Pairs BRASS COUPLINGS, Two PRESSURE GAUGES, Twenty-five RUBBER VALVES, and One Old CANVAS, &c., &c.

Also

at NOON, the same day, at the CENTRAL POLICE STATION,

A QUANTITY OF JEWELLERY;

And on SATURDAY,

the 6th JUNE, 1903, at 11 A.M., at the WATER POLICE STATION, Tsim-ka-sui.

Fifty-five SMALL CHINESE BOATS, Four WOODEN BENCHES, One TABLE, Forty-three old LAMPS, and a Quantity of old MANILA HEMP and COIR ROPE, of various lengths ranging from 1 to 3 in. in diameter.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 28th May, 1903. [1563]

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. A. HAHN, to Sell by Public Auction.

on SATURDAY,

the 6th JUNE, 1903, at 2.30 P.M., at his Residence, No. 16, ICE HOUSE STREET (Top Floor).

THE WHOLE OF HIS HOUSEHOLD FURNITURE.

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BUSINESS DIRECTORY.

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Tools, Brass and Iron Merchants,
14a, Des Vaux Road.

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25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
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Watches and Clocks by competent
European experts at moderate rates.

ROYAL AERATED WATERS
MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse.

Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point; Telephone 367;
Depot—Ice House Street; Telephone, 374.

Novel Specialties. Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced. Long-Life, Non-Intoxicating
and Excellent Beverages.
Hir-Oss, Winter Stout, Strawberryade,
Jabillo-Champagne, Orange Champagne, Hop
Ale.

TO LET.

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD,
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAK.

Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

WOODLANDS VILLA EAST,
Seymour Road. Six-Roomed Semi-
detached House. Good view of the Harbour.
Apply to—
DALMADA & MILLAR,
16, Des Vaux Road Central.
Hongkong, 19th May, 1903. [145]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET—KOWLOON.

FURNISHED ROOM in best locality.
Verandah and Bathroom. Immediate
Possession. \$25 per month.
Apply to—
A. 100,
Care of Daily Press Office.
Hongkong, 29th May, 1903. [151]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victor Buildings.
Hongkong, 2nd December, 1902. [62]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15TH
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

TO LET

TO LET FURNISHED.

NO. 2, CAMERON VILLAS, PEAK.
For Two Months from middle of June.
Apply—
H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903. [149]

TO LET.

NO. 7, DUDDELL STREET (Godown).
No. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELLETT.
Nos. 7, 11, 15 & 18, BELLIOS TERRACE.
"BISNEE VILLA," FOKEULU ROAD.
Land on sea front, Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 23rd May, 1903. [104]

TO LET.

"EENFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902. [76]

TO LET.

FLATS in MORTON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIBON TERRACE.
GODOWNS at BOWLINGTON (Prata
East).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

NO. 3, STEWART TERRACE, the
Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th April, 1903. [1108]

TO LET.

FOR the month of June, FURNISHED
HOUSE at the Peak.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 29th May, 1903. [1569]

TO LET.

FROM 1st July next, FLATS in ELGIN
STREET (East End), fit for
European Occupation.
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 29th May, 1903. [1568]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storyed
and Single-storyed Godowns. Suitable
for Yarn or Coals.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [100]

TO LET.

NO. 10, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1366]

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply—
A. 17,
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAUGHT,
133, Wan Chai Road.
Hongkong, 15th April, 1903. [1153]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE," MAGAZINE GAP, Avail-
able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

BOARD AND RESIDENCE.

M. S. GILLANDER,
"GREENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET—KOWLOON.

FURNISHED ROOM in best locality.
Verandah and Bathroom. Immediate
Possession. \$25 per month.
Apply to—
A. 100,
Care of Daily Press Office.
Hongkong, 29th May, 1903. [151]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victor Buildings.
Hongkong, 2nd December, 1902. [62]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15TH
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

THE VOLCANIC OUTBURSTS
OF 1902.

the abnormal rate of imports came to an end
and the time when the Bank attained its full
capacity of production there might possibly be
a period of temporary depression. There were
many grounds for hope as to the future. The
beneficial influence of Mr. Chamberlain's recent
visit was universally acknowledged, and the
risk of political disturbance was now very much
less than before. They might hope to hear
officially before very long of a revision of customs
duties, of the establishment of a Customs Union
between the British Colonies in South Africa,
and of the abolition of the transit dues levied
at the coast. He regretted to say that the home
Government had not recognised its liability to
repay the sum of £151,491 taken by the Boers,
and especially the sum of £150,000 which was
taken as a forced loan at Pretoria by a deliberate
act of the Boer Government. The home
Government appeared to him not to have
attached sufficient weight, nor indeed any
weight to the equity of the case, and to have
decided against the bank on the narrow and
technical ground that the liability of the Boer
Government was incurred during the war, and
that, therefore, the British Government was not bound by international law to recognise it.
The bank, however, had not finally abandoned
its claim.

After speaking of the most remarkable
explosive eruptions recorded in history, Mr.
Lobley went on to classify the West Indian
eruptions, the outbursts in Martinique and
St. Vincent being of that class, and to explain
the latest scientific theory of volcanic action.
It had been ascertained, he said, by physical
research and astronomical observation, that the
rigidity of the earth as a planet was so great
that it must either be solid, or have a solid crust
of from 400 to 800 miles in thickness. The
hypothesis of lava being derived from one great
central source, a vast body of fused rock matter,
was not tenable. Another opinion was that lava
was derived from a distance about thirty miles
below the surface, but owing to the impossibility
of fissures or conduits for that distance, owing
to the crushing weight of rocks, which would
prevent openings existing below a few miles
from the surface, that hypothesis must also be
abandoned. The rock-fusing temperature which
gave fluid lava had, however, to be accounted
for, and this at the moderate depth which would
allow of communication by a conduit with
the surface, could only be explained by chemical
action being brought into play. At a depth of
five miles there was no doubt a temperature of
about 500 deg. Fahrneit, and by the action
of heat, acting and reacting under varying
pressure, the rock-fusing temperature might be
reached, such action only taking place where the
contents or composition of the rocks gave
suitable elements for chemical reaction.

Mr. Spenser's paper dealt with the question
of the age of the volcanoes of the West Indies
and Central America, and of their place in
geological history. The observations made in
some of the islands showed that the volcanic
ridges and cones, built upon the surfaces of the
old igneous formations, owed their great size
and height to the volcanic eruptions accompanying
the great changes of level of land and sea
which had occurred since the beginning of the
Pleistocene or Glacial period. While the volcanic
activity there at the present time was startling
from the disasters the eruptions had produced,
it was yet insignificant compared with the whole
amount of material which had been erupted to
build up the cones. The terrestrial movements,
as also the volcano, had been mostly along
the line represented by the chain of islands
—the margin of the Atlantic Ocean—which had
been marked as a zone of terrestrial weakness
favourable to both tectonic movements and
volcanic action, and suggestive of renewed
volcanic activity along that course. But the
recent eruptions in Martinique and St. Vincent,
in Central America and Mexico, and others
reported in the region of the Azores, Japan,
and the great earthquakes of Guatemala and
Chinese Turkestan, all belonging to parallel
zones, yet seemed to point to some terrestrial
disturbance of a general common origin, acting
parallel with the line of the equator, as if the
movements were readjusting the terrestrial
crust in a transverse as well as a normal
direction.

ST. LOUIS EXHIBITION.

THE PRINCE'S ADVICE TO BRITISH
MANUFACTURERS.

The Prince of Wales presided at the first
meeting of the Royal Commission for the St.
Louis Exhibition, 1904, held last month at
Marlborough House. There was a large
attendance of members, including Viscount
Peel, Chairman of the Royal Commission.

The Royal Commission was read, and the
Prince of Wales addressing the meeting, said:—

The time which is available for preparation
is somewhat short, as it has been decided that
the exhibition is to be opened on May 1, 1904.
Every effort has therefore to be made to
arrange as soon as possible for the exhibits
in those departments in which Great Britain
will be represented. I trust that the
members of the corporations, chambers of
commerce, and other public bodies at the various
centres of industry will also co-operate
in promoting the success of the British
section at the exhibition. An idea is sometimes
put forward that it is not of much use for
British manufacturers to exhibit in the United
States, as the high Customs tariff in that
country tends to militate against the sale of
British products. It should, however, be re-
membered that there is a considerable market
for high-class goods in the United States, and
also that the exhibition will afford an opportunity
of showing our manufactures to customers
from South America, Canada, and other
countries. It may be observed that both
France and Germany appear fully to realise
the advantages to be gained by making a good
display of their productions, and in these countries
large sums have been provided by their
respective Governments to assist in meeting
the expense of the exhibit. There is one
point to which it would seem desirable to
direct attention. In previous international
exhibitions, while other countries have arranged
to have combined national displays in certain
groups, it has been the habit for British manufacturers
to show individual exhibits, rather than to combine together so as
to produce the best possible effect. It is hoped
that in the case of the St. Louis Exhibition it
may be possible to arrange so that exhibitors
will combine in order to display British
products to the best advantage. It should be
remembered that competition will not be
between individual British manufacturers,
but between them as a whole and their foreign
rivals. As regards the amount which will
be available to carry out the work of the Royal
Commission, I understand that his Majesty's
Government has included a sum of £300,000 in
the Estimates for 1903-4 as a commencement,
and that a decision will not be arrived at as
to the total amount to be granted until it has
been ascertained to what extent British
manufacturers show a willingness to take part
in the exhibition. I feel sure that a sufficient
sum will be given to enable the Royal Com-
mission to fulfil their duties in a satisfactory
manner. In conclusion, I would express the
hope that the representations of this country
in the various departments of the exhibition
may be worthy of the British Empire.

Lord Peel explained the action that had
already been taken with reference to the
preparation for British exhibits, and also the
provision of a British pavilion.

New York telegram of the 7th ult. says
that only a few days ago the German publishing
houses agreed to boycott the St. Louis
Exhibition because of the defective copyright
laws and wholesale translation of German publications
in the United States, equivalent to literary piracy. The firm of Krupp of Essen,
which was the largest German exhibitor at Chicago, obstinately refuses to exhibit at St.
Louis. Similar resolutions have been carried
by numerous other Chambers of Commerce,
especially in the industrial regions of the Rhine,
Westphalia and Silesia. In Saxony the feeling
against exhibiting at St. Louis is acute, owing
to the bitter warfare being carried on there by
the domestic consumers against the American
Toycroco Company and the Standard Oil
Company.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

INATION		VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	... &c. via PORTS OF CALL	CALCAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 6th inst.
LONDON & ANTWERP via SUEZ CANAL		VALETTA	Brit. str.	2 m.	W. H. Palmer	On 6th inst.	At Noon.
LIVERPOOL		GLENFARG	Brit. str.	2 m.	Holman	McGREGOR BROS. & GOW	On 23rd inst.
MARSEILLES, LONDON & ANT. EBB V. S'PORE, &c.		HYSON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP V. S'PORE, &c.		PROMETHIUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 22nd July.
MARSEILLES, LONDON & ANTWERP		BOMDAY	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th inst., at Noon.
MARSEILLES &c. via PORTS OF CALL		SADO MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.	
MARSEILLES, HAVRE, CHAGAS & BALTIMORE PORTS		OCEANIA	Fren. str.	2 m.	MELCHERS & CO.	On 16th inst., at 8 A.M.	
MARSEILLES, LONDON & ANTWERP		PRINCESS MARIE	Dan. str.	2 m.	P. & O. S. N. CO.	On or about 20th inst.	
MARSEILLES, LONDON & ANTWERP		ANTENOR	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		KAWACHI MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		ALCHINUS	Brit. str.	2 m.	Guigues	MESSENGERS MARITIMES	
MARSEILLES, LONDON & ANTWERP		PELEUS	Brit. str.	2 m.	Borontzoff	MELCHERS & CO.	
MARSEILLES, LONDON & ANTWERP		STATOR	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		DARDANUS	Brit. str.	2 m.	P. Grosch	NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		STUTTOART	Ger. str.	2 m.	Madsen	MELCHERS & CO.	
MARSEILLES, LONDON & ANTWERP		STRASBURG	Ger. str.	2 m.	Bork	HAMBURG-AMERIKA LINIE	
MARSEILLES, LONDON & ANTWERP		SUEVIA	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	
MARSEILLES, LONDON & ANTWERP		NUERNBERG	Ger. str.	2 m.	v. Hinzer	HAMBURG-AMERIKA LINIE	
MARSEILLES, LONDON & ANTWERP		WURZBURG	Ger. str.	2 m.	Ronson	SANDER, WIELER & CO.	
MARSEILLES, LONDON & ANTWERP		BADENIA	Ger. str.	2 m.	Soich	GIBB, LIVINGSTON & CO.	
MARSEILLES, LONDON & ANTWERP		MOAVIA	Aus. str.	2 m.	Wallace	BRADY & CO.	
MARSEILLES, LONDON & ANTWERP		BERNHOLD	Brit. str.	2 m.		ARNHOLD, KABERG & CO.	
MARSEILLES, LONDON & ANTWERP		HERMANN LERCHE	Rus. str.	2 m.		SHewan, TOME & CO.	
MARSEILLES, LONDON & ANTWERP		HEATHFORD	Brit. str.	2 m.		DODWELL & CO. LTD.	
MARSEILLES, LONDON & ANTWERP		ABAIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	
MARSEILLES, LONDON & ANTWERP		CHARLES TUBERGHIER	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	
MARSEILLES, LONDON & ANTWERP		EMPEROR OF INDIA	Brit. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		TARTAR	Brit. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		TELEMACHUS	Brit. str.	2 m.		DODWELL & CO. LIMITED	
MARSEILLES, LONDON & ANTWERP		SHINANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		OLYMPIA	Brit. str.	2 m.		POTLAND & ASIATIC S.S. CO.	
MARSEILLES, LONDON & ANTWERP		TOBA MARU	Jap. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		INDRASAMHA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		CHANGSHA	Brit. str.	2 m.		GRIB, LIVINGSTON & CO.	
MARSEILLES, LONDON & ANTWERP		KUMANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		CHINTU	Brit. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		CHENYU	Brit. str.	2 m.		P. & O. S. N. CO.	
MARSEILLES, LONDON & ANTWERP		HIROSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		TANDA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		KICKING	Brit. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		SANUKI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		KINSHU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		NUENBERG	Ger. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		WEHU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		MASSILLA	Brit. str.	2 m.		BUTTERFIELD & SWINE	
MARSEILLES, LONDON & ANTWERP		DAIJIN MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	
MARSEILLES, LONDON & ANTWERP		MAIDZURO MARU	Jap. str.	2 m.		P. & O. S. N. CO.	
MARSEILLES, LONDON & ANTWERP		ANPING MARU	Jap. str.	2 m.		W. Thompson	
MARSEILLES, LONDON & ANTWERP		STAM	Dan. str.	2 m.		TRurobridge	
MARSEILLES, LONDON & ANTWERP		NANCHANG	Brit. str.	2 m.		A. Christian	
MARSEILLES, LONDON & ANTWERP		HAIKU	Brit. str.	2 m.		R. P. Craven	
MARSEILLES, LONDON & ANTWERP		HAILOOON	Brit. str.	2 m.		Holms	
MARSEILLES, LONDON & ANTWERP		CHANGSHA	Brit. str.	2 m.		E. W. Haswell	
MARSEILLES, LONDON & ANTWERP		YUNENSANG	Brit. str.	2 m.		C. D. Bennett, E.N.E.	
MARSEILLES, LONDON & ANTWERP		RUBLI	Brit. str.	2 m.		J. Negro	
MARSEILLES, LONDON & ANTWERP		ROSETTA MARU	Jap. str.	2 m.		J. W. Walo	
MARSEILLES, LONDON & ANTWERP		ZAFIRO	Brit. str.	2 m.		W. Townsend	
MARSEILLES, LONDON & ANTWERP		TIENTHUA	Brit. str.	2 m.		F. L. Pyne	
MARSEILLES, LONDON & ANTWERP		CATHERINE APCAR	Brit. str.	2 m.		A. E. Moses	
MARSEILLES, LONDON & ANTWERP		CAPRI	Ital. str.	2 m.		T. Townsend	
MARSEILLES, LONDON & ANTWERP		BOMBAY MARU	Jap. str.	2 m.		T. Murai	

SHIPPING.

ARRIVALS.

June 2, ANDREW RICKMERS, German str., 1,620, H. Rohr, Saigon 29th May, Flour, ARNHOLD, KABERG & CO.

June 2, SEIRSTAD, Norwegian str., 617, A. Larsen, Helsingør 31st May, Coals.—CARLOWITZ & CO.

June 2, SHINANO MARU, Japanese str., 3,961, Wm. Thompson, Seattle via Ports 2nd May, General.—NIPPON YUSEN KAISHA.

June 3, EMPIRE, British str., 4,408, P. Holmes, Kobe 29th May, General.—GIBB, LINGTON & CO.

June 3, HAITAN, British str., 1,182, J. S. Reach, Coast Ports 2nd May, General.—DOUGLAS LAFAIK & CO.

June 3, KWLON, German str., 1,437, H. Stahr, Shanghai 31st May, General.—SIEMSEN & CO.

June 3, KWITZING, British str., 1,062, G. Hooker, Iloilo 30th May, Hemp.—BUTTERFIELD & SWINE.

June 3, OOPACK, British str., 3,517, Barber, Liverpool and Singapore 28th May, General.—BUTTERFIELD & SWINE.

June 3, WINGSAO, British str., 1,517, T. Sellas, Chinkiang 29th May, General.—JARDINE, MATHESON & CO.

June 3, YANTZEE, British str., 4,149, H. L. Allen, Glasgow 26th April, General.—BUTTERFIELD & SWINE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3rd June.

Arnold Luyken, German str., for Swatow, Apurada, German str., for Hoiboo, Baron Balfour, British str., for Juva, Fausing, British str., for Canton, Formosa, British str., for Manila, Kuangpu, British str., for Yokohama, Labor, Norwegian str., for Chinkiang, Liwa, Norwegian str., for Canton, Nubia, German str., for Singapore, Seguna, German str., for Singapore, Sungkang, British str., for Manila, Triumph, German str., for Pakhoi, Wingsung, British str., for Canton, Yangtze, British str., for Nagasaki.

DEPARTURES.

3rd June.

ANPING MARU, Japanese str., for Swatow, EMPRESS OF CHINA, British str., for Vancouver, FORMOSA, British str., for Manila, HAIOOON, British str., for Swatow, HAILOOON, British str., for Amoy, HONGHEE, British str., for Amoy, KWANGLEE, British str., for Amoy, KWANGTUNG, British str., for Canton, KWANGTUNG, British str., for Yokohama, LABOR, Norwegian str., for Chinkiang, LISA, Norwegian str., for Canton, MACDUGAL, British str., for Shanghai, PEKING, British str., for Kobe, SEGUNA, German str., for Singapore, SHANGHAI, German str., for Singapore, SINGLAC, British str., for Manila, TAMSU, British str., for Ningpo, WOKOK, German str., for Bangkok, YUNNAN, British str., for Canton.

VESSELS IN DOCK.

3rd June.

KWLOON DOCKS.—Montane, Canton River, Tayao, San Joaquin, Decima, Nanchang, H.M.S. Tamar, Tatsheng. COSMOPOLITAN DOCK.—Chunshan.

SHIPPING REPORTS.

The British steamer *Kwewing*, from Iloilo 30th May, had light variable winds and heavy weather to Cupra Island; off Cabo Island heavy passing thunder, lightning and rain; from the port light to moderate N.E. winds, fine weather and smooth sea.

The British steamer *Empire*, from Kobe 29th May, experienced strong S.W. gale with heavy rain and hazy weather forcing pilot to anchor for 3 hours in Inland Sea. Gale confined until 31st with moderate head sea. Then had

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN".

Captain Reach, will be despatched for the above ports TO-MORROW, the 5th inst., at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAFAIK & CO.

General Managers.

Hongkong, 3rd June, 1903. [1607]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG".

Captain Payne, will be despatched for the above ports TO-MORROW, the 5th inst., at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JAEDINE, MATHLSON & CO.

General Managers.

Hongkong, 3rd June, 1903. [1607]

THE EAST ASIATIC COMPANY, LIMITED.

FOR FOOCHOW, TONGKU AND PORT ARTHUR.

THE Danish Steamer

"SIAM".

Captain Ghain, will be ready to load on or

about FRIDAY, the 5th June.

For Freight or Passage, apply to

</div

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 7th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 6th June.
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST POINTS, VIA NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS" ... "MACHAON" ...	On 8th June. On 14th July.
The s.s. "YANGTSZE" from Glasgow and Liverpool has arrived, and leaves for Japan to-day.		
The s.s. "OOPACK" has arrived, and leaves for Shanghai to-day.		
The s.s. "TELEMACHUS" left Singapore on the 2nd inst., p.m., and is due here on the 7th inst.		
The s.s. "GANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

Hongkong, 4th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENSIN	"NANCHANG" ...	On 5th June.
MANILA	"CHANGSHA" ...	On 4th June, at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" ...	On 4th June, at Noon.
SHANGHAI	"WUHU" ... "KUINKIANG" ...	On 6th June. On 8th June.
KOBE	"CHINGTU" ...	On 10th June.
YOKOHAMA and KOBE	The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to		

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 4th June, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
J. W. Wolfe	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at NOON.
HIROSHIMA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
SADO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 18th June, at NOON.
S. J. G. Parsons	VICTORIA, B.C. and SEATTLE	TUESDAY, 18th June, at 4 P.M.
BONDAY MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at 4 P.M.
T. Murai	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 19th June, at NOON.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
A. E. Moses	VICTORIA, B.C. and SEATTLE	TUESDAY, 25th June, at NOON.
SAKUKI MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, at 4 P.M.
W. Townsend	KOBE and YOKOHAMA	
KUMANO MARU		
E. W. Hewell		
KINSHU MARU		
F. L. Pyde		
KAWACHI MARU		
H. Fraser		
TOJA MARU		
A. Christiansen		
A. MIHARA, Manager		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Bound-the-World. Tickets also issued between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

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For further

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per a.s. *Valetta*, will close at 3 p.m. to-morrow. The *Masilia*, with the English Mail of the 8th ult., left Singapore on Saturday, the 20th ult., at 6 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 21st April.

MAILS WILL CLOSE.

FOR	PER	DATE
Swatow, Singapore and Bangkok	Boat	Thursday, 4th, 9.00 A.M.
Canton	Boat	Thursday, 4th, 9.30 A.M.
Manila, Port Darwin Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Boat	Thursday, 4th, 11.00 A.M.
Hongkong	Boat	Thursday, 4th, 1.15 P.M.
Shanghai	Boat	Thursday, 4th, 3.00 P.M.
Nanchang	Boat	Thursday, 4th, 4.00 P.M.
Peiping	Boat	Thursday, 4th, 5.00 P.M.
Taipeh	Boat	Thursday, 4th, 5.00 P.M.
Haidan	Boat	Friday, 5th, 10.00 A.M.
Yuenlong	Boat	Friday, 5th, 3.00 P.M.
Empire	Boat	Friday, 5th, 5.00 P.M.

TO-DAY.

Sale, Obsolete and Condemned Stores, H.M. Naval Yard, Messrs Hughes & Hough, 10 a.m. Japanese Aerobatic, Praya (opposite the Central Market), 12.30 and 3.30 p.m. Sale, Household Furniture, 21, Seymour Road, Mr. Gee, P. Lammet, 2.30 p.m.

TO-MORROW.

Sale, Engines, &c., Fire Brigade Station, Messrs Hughes & Hough, 11 a.m. Sale, Horses, Sales Rooms, Mr. Gee, P. Lammet, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd June.

ON LONDON.— Telegraphic Transfer 1.82
Bank Bills, on demand 1.82
Bank Bills, at 30 days' sight 1.82
Bank Bills, at 4 months' sight 1.82
Credits, at 4 months' sight 1.82
Documentary Bills, 4 months' sight 1.82

ON PARIS.— Bank Bills, on demand 21.12
Credits, at 4 months' sight 21.12

ON GERMANY.— On demand 172

ON NEW YORK.— Bank Bills, on demand 41
Credits, 60 days' sight 41

ON BOMBAY.— Telegraphic Transfer 125.3
Bank, on demand 126

ON CALCUTTA.— Telegraphic Transfer 125.3
Bank, on demand 126

ON SHANGHAI.— Bank, at sight 71
Private, 30 days' sight 72

ON YOKOHAMA.— On demand 81.4

ON MANILA.— On demand 1 p.c. pm.

ON SINGAPORE.— Nominal.

ON BATAVIA.— On demand 101.2

ON HAIPHONG.— On demand 1 p.c.p.m.

ON SAIGON.— On demand 1 p.c. pm.

ON BANGKOK.— On demand 61
Sovereigns, Bank's Buying Rate \$1.82
Gold Leaf, 100 fine, per tael02
Bar Silver, per oz. 24.4

OPIUM.

2nd June.

Quotations are:— Allow'd one to 1 lb.
Malwa New \$900 to \$1070 per pound
Malwa Old \$1030 to \$1040
Malwa Older to " "
Malwa V. Old \$1070 to \$1080
Persian fine quality \$800 to "
Persian extra fine to "
Patna New \$1030 to " per cent.
Patna Old \$1012 to "
Bengal New \$1030 to "
Bengal Old \$1012 to "

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Massilia* left Singapore for this port on the 30th ult., at 6 p.m., and is due here to-day, at about 2 p.m.

THE AMERICAN MAIL.

The O. & C. steamer *Doric* left Nagasaki for Manila on the 30th ult., at 5 p.m., and was due there yesterday, at day-light.

The P. M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 26th ult.

THE AMERICAN MAIL.

The Indo-China steamer *Sitang* left Calcutta for this port via the Straits on the 3rd ult., and may be expected here on the 16th inst.

THE CANADIAN MAIL.

The G.P.R. steamer *Empress of India* left Vancouver on the 25th ult., p.m., for Hongkong, and the usual ports of call.

MERCHANT STEAMERS.

The P. & A. steamer *Indra* arrived at Yokohama on the 23rd ult.

THE ENGLISH MAIL.

The E. & A. steamer *Eastern* left Manila on the 1st inst.

The Danish steamer *Siam* left Singapore on the 29th ult., a.m., and may be expected here to-day, a.m.

THE T.K.K. steamer *Rosetta*.

left Manila on the 2nd inst., at 6 p.m., and is expected here to-day, at about 5 p.m.

The C.N. steamer *Chingtu*, from Australian ports, left Port Darwin on the 28th ult. for this port, via Manila, is due here on the 7th inst.

The O.S.S. steamer *Tremulus* left Singapore on the 22d inst., p.m., and is due here on the 7th inst.

The "Glen" Line steamer *Glenloch* left Singapore yesterday morning, and is due here on the 8th inst.

The Boston Tow Boat Co.'s steamer *Lyon* arrived at Mororan on the 23rd ult.

The Boston Steamship Co.'s steamer *Tremont* arrived at Yokohama on the 28th ult.

The C.M. steamer *Conya* left Tacoma on the 14th ult. for Kobe and Hongkong.

The N.Y. steamer *Olympia* left Tacoma for Yokohama on the 16th ult., p.m.

The N.P. steamer *Tremont* left Victoria (B.C.) for the usual ports on the 25th ult.

The steamer *Athol* left San Francisco for Japan and Hongkong on the 28th ult.

The C.N. steamer *Tzujuan*, from Australian ports, left Sydney on the 29th ult., and is expected here on the 1st inst.

PASSENGERS.

ARRIVED.

Per *Andrea Rickmers*, from Saigon Mr. Zeidler.

Per *Shimano Maru*, from Seattle, &c., for Hongkong, Mr. and Mrs. W. Bodwell and child, Mr. and Mrs. W. A. Schwintz, Mr. and Mrs. J. F. Daniel, Mr. and Mrs. Hibbert, and Mr. and Mrs. Hamon, Mrs. W. H. St. John, Mrs. F. J. Werner and Mrs. Dougherty, Miss Padwick, Miss M. E. Polley, Miss J. M. Healey, Miss S. Price, Miss E. S. Porton,

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